


 Safecom		Tracking #: 01-102	
EVENT			
Date	5/21/01	Local Time	0645
Injuries?	No	Damage?	No
Location	Rock Springs	State	Wyoming
Agency Involved	BLM	Other	
MISSION			
Type	Animal Hearing	Other	
Procurement	Contract	Other	
Persons Onboard	1	Special Use?	Yes
Hazardous Materials Onboard?	No	Departure Point	RKS
Destination	BLM Helipad		
AIRCRAFT			
Manufacturer	Hiller	Model	12E
NARRATIVE			
<p>Unscheduled special use flight - 0645 - Helicopter took off from airport enroute to Rock Springs BLM helipad to pick up BLM employee to check horse trap locations. Pilot attempted to contact Rawlins Interagency Dispatch RWC, which handles dispatching for Rock Springs BLM on the radio, but it was before dispatch was staffed, so he did not reach anyone until he was in the air, when a dispatcher, who happened into the dispatch office early (he was headed to take the pack test), heard the radio transmission. He asked the pilot to call dispatch on the phone after he landed. The pilot was asked to hold off on the flight until 0800, when dispatch could be staffed, and the pilot complied. No flight request had been made for this flight, and dispatch had no knowledge that this flight was going to take place. The policy at RWC and at Rock Springs BLM is that a flight request needs to be approved by the Aviation Officer who forwards it to dispatch BEFORE the flight takes place. The aircraft user had not done this and the pilot had not verified flight following before taking off.</p>			
CORRECTIVE ACTIONS			
<p>OAS CORRECTIVE ACTIONS TAKEN/PENDING: 1. Copy provided to Lynn Findley, Larry Mahaffey, Dennis Lamun, BLM, via e-mail 5/31/01 by submitter. 2. Copy forwarded on 5/31/01 to: Steve Smith, OAS West Area Office; Sam Stivison, OAS Contracting; Mick McCurry and Al Rice, OAS Technical Services. 3. No further action required by OAS Aviation Safety Office at this time. /s/ OAS Aviation Safety Manager.</p>			

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 Safecom		Tracking #: 01-213	
EVENT			
Date	7/13/01	Local Time	1800
Injuries?	No	Damage?	No
Location	Historic Trails		State Wyoming
Agency Involved	BLM	Other	
MISSION			
Type	(Other)	Other Mapping under 100'	
Procurement	CWN	Other	
Persons Onboard	2	Special Use? Yes	Hazardous Materials Onboard? No
Departure Point	Rock Springs		Destination CPR
AIRCRAFT			
Manufacturer Bell		Model 206B3	
NARRATIVE			
<p>On Friday July 13, 2001 Casper Interagency Dispatch Center was faxed a copy of the Southwest Zone Aviation Special Use Plan for low level reconnaissance, and received an electronic copy of the flight request/schedule. The flight request was complete, however the Special Use Plan was a "generic" plan not specific to this project, and was not signed. The generic plan did not include purpose of flight, emergency contact numbers, flight patterns, time periods, or frequencies. When helicopter arrived in Casper on 7/13, I spoke with the Project Manager via telephone, and requested a signed copy of the flight plan. The only documentation he had was a copy of the resource order, and was unaware of a plan. There seemed to be very little organization, resources here in Casper were unaware of their roles dealing with the project. Around 1900 we were still trying to line out the plan for the flight beginning the next morning. I called the originating dispatch center and requested a signed copy of the Special Use Plan and maps, they did not have any on hand. I phoned the State Aviation Manager to see if they were aware of the flight, and they were. I was given the approval to let the flight continue.</p>			
CORRECTIVE ACTIONS			
<p>Notified Zone and State Aviation Manager, and requested a specific plan for future flights. OAS ACTION TAKEN/PENDING: 1. Copy provided on 7/17/01 to: Lynn Findley, Larry Mahaffey, Dennis Lamun, BLM; Steve Smith, OAS West Area Office; Mick McCurry, Al Rice, OAS Technical Services; Sam Stivison, OAS Contracting. 2. No further action required by OAS Aviation Safety Office at this time. /s/ OAS Aviation Safety Manager 7/19/01.</p>			

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 Safecom		Tracking #: 01-214	
EVENT			
Date	7/15/01	Local Time	1230
Injuries?	No	Damage?	No
Location	Historic Trails		State Wyoming
Agency Involved	BLM	Other	
MISSION			
Type	(Other)	Other Mapping below 100'	
Procurement	CWN	Other	
Persons Onboard	3	Special Use?	Yes
Hazardous Materials Onboard?	No		
Departure Point	CPR	Destination CPR	
AIRCRAFT			
Manufacturer		Bell	
Model		206B3	
NARRATIVE			
<p>On Sunday July 15, 2001 NXXX was continuing the survey of the Oregon Trail. At 1239 they landed for fuel, dispatch did not hear from NXXX until 1433 when they called in with a location. The dispatcher who originally had flight followed with them wondered when they had taken off since they did not call in to let dispatch know. At 1477 dispatch tried to reach NXXX for a location with no response and to find out when they had taken off. At 1450 NXXX called in with a new location and when asked when they took off the pilot's response was "When I last contacted you". At 1547 dispatch tried to contact NXXX to get a location check, no response, dispatch tried several more times also asking the local lookout to try to contact them, with no response. At 1611 another dispatch center phoned to tell us NXXX was trying to contact us, the dispatcher that was flight following with NXXX had the radio volume turned all of the way up and did not hear NXXX, nor did the lookout who was closest to NXXX, wondering how this other dispatch center could possibly hear NXXX and why after repeated attempts by this dispatch center the other dispatch center did not take over flight following if they could hear NXXX? At 1612 the local lookout made contact with NXXX and relayed us their location. NXXX had not made contact with anyone for 38 minutes and had no reason for the lack of communication on their behalf. It was also made aware to this dispatch center that NXXX had contact with another helicopter located in another zone and this may be how they were notified of NXXX's whereabouts for the 38 minutes they were not in contact with us. At 1644 dispatch tried to get a location for NXXX with no response trying several times until 1647. At 1647 dispatch received a call from the helicopter in contact with NXXX and informed the dispatcher that they heard us calling and wanted us to know NXXX landed at a local airport. We did not know NXXX landed because they did not call us on the radio to inform us. The other helicopter contacted us via phone, extreme lack of communication on NXXX's behalf.</p>			
CORRECTIVE ACTIONS			
<p>Notified zone and State Aviation Managers. OAS ACTION TAKEN/PENDING: 1. Copy provided on 7/17/01 to: Lynn Findley, Larry Mahaffey, Dennis Lamun, BLM; Steve Smith, OAS West Area Office; Mick McCurry, Al Rice, OAS Technical Services; Sam Stivison, OAS Contracting. 2. No further action required by OAS Aviation Safety Office at this time. /s/ OAS Aviation Safety Manager 7/19/01.</p>			

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 Safecom		Tracking #: 01-215	
EVENT			
Date	7/17/01	Local Time	0940
Injuries?	No	Damage?	No
Location	Kemmerer Airport		State Wyoming
Agency Involved	BLM	Other	
MISSION			
Type	Reconnaissance		Other
Procurement	Rental		Other
Persons Onboard	2	Special Use?	Yes
Hazardous Materials Onboard?	No		
Departure Point	Rocksprings		Destination
AIRCRAFT			
Manufacturer		Bell	
Model		47GB1	
NARRATIVE			
<p>At 0940 there had been negative contact with NXXX. Kemmerer Field Office was called and they tried to contact flight with negative results. Rawlins Dispatch commenced trying to contact the flight every minute or so but no contact was made. Tony Tezack in the Rock Springs Office was contacted. Tezack began trying to contact the flight with negative result. The Kemmerer Airport was contacted they too tried to contact flight with negative results. Approximately one hour had elapsed. Delores Notage, WSO-BLM SAM, and Mike Larsen Rawlins Dispatch Center manager were contacted. The overdue aircraft checklist was started and followed to ensure no step or procedure was missed. Still there was no contact from the flight. The next phone call would have been to the FAA. Ken Heneke finally called on his cell phone. The flight had landed for lunch. Rich Summerfield explained there had been no contact. It was decided to "try" Heneke's plan of the helicopter calling the fuel truck and the fuel truck calling Dispatch. Heneke explained the fuel truck had been flight following however, the truck driver was unaware contact was necessary with Dispatch. It was carefully explained to Heneke the fuel truck must call in every 15 minutes to Dispatch or the flight would be shut down. They were going to finish lunch and resume the recon flight with the fuel truck calling Dispatch every 15 minutes, or the recon would be shut down. Notes were kept throughout the entire incident by the dispatch personnel.</p>			
CORRECTIVE ACTIONS			
<p>1. Flight following plan should be adhered to with the variation of the fuel truck or whoever is doing the flight following to be briefed prior to the flight of the necessity of calling Dispatch every 15 minutes during the flight and immediate notification of aircraft setting down. 2. The radio coverage is not satisfactory in the area where the flight was and needs upgrading or alternate methods to keep the flight following on schedule for safety. OAS ACTION TAKEN/PENDING: 1. Copy provided on 7/17/01 to: Lynn Findley, Larry Mahaffey, Dennis Lamun, BLM; Steve Smith OAS West Area Office; Mick McCurry, Al Rice, OAS Technical Services; Sam Stivison, OAS Contracting. 2. No further action required by OAS Aviation Safety Office at this time. /s/ OAS Aviation Safety Manager 7/19/01.</p>			

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 Safecom		Tracking #: 01-217	
EVENT			
Date	7/14/01	Local Time	Injuries? No Damage? No
Location	Historic Trails	State	Wyoming
Agency Involved	BLM	Other	
MISSION			
Type	(Other)	Other	Mapping below 100'
Procurement	CWN	Other	
Persons Onboard	3	Special Use? Yes	Hazardous Materials Onboard? No
Departure Point	CPR	Destination	CPR
AIRCRAFT			
Manufacturer		Bell	Model 206B3
NARRATIVE			
<p>On Saturday July 14, 2001 helicopter NXXX from Rock Springs was surveying historic trails in the eastern Wyoming zone. At 1504 NXXX was at location 42 28.7x105 06.2 heading east. The dispatcher who flight followed earlier at 1504 was relieved and a second dispatcher took over flight following responsibilities for NXXX. The second dispatcher tried to communicate with NXXX at about 1515 with no response. Every few minutes after 1515 the dispatcher tried to reach NXXX and 92N (A 340 in area for recon) called twice with no response. Shortly after 92N called NXXX, NXXX called into dispatch via radio, this was at 1541. Casper dispatch lost communication with NXXX for 37 minutes. NXXX responded by saying they had poor reception in the area and they would have to climb in elevation to contact dispatch. NXXX was at location 42 20.2 x 105 06.2 when they finally contacted dispatch.</p>			
CORRECTIVE ACTIONS			
<p>Notified zone and State Aviation Manager. OAS ACTION TAKEN/PENDING: 1. Copy provided on 7-17-01 to: Lynn Findley, Larry Mahaffey, Dennis Lamun, BLM; Steve Smith, OAS West Area Office; Mick McCurry, Al Rice, OAS Technical Services; Sam Stivison, OAS Contracting. 2. No further action required by OAS Aviation Safety Office at this time. /s/ OAS Aviation Safety Manager 7-19-01.</p>			

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